merchants could transport the goods to Tuyam, Kurisumudu, Pallikkadavu and other landing places. It would, moreover, be possible for *pathemars* and other small vessels from Bombay, Jaffna, Tuticorin and other ports, to load and unload at those landing places. There was already a channel from the bar to the lake, and it would be enough if the Government improved it.

Dewan's reply.—The maintenance of the existing roads, canals, and ghats is being attended to by the Department of Public Works. New roads and ghats should be taken up by the Municipal Council. With regard to the extension of the road to the Iron bridge, the acquisition of land alone is reported to cost between Rs. 70,000 and Rs. 80,000. The road is within the Quilon Municipal limits. The Municipality should submit a scheme, and if the Municipality is not able to finance the work itself, it may open correspondence with the Government with a view to arrive at an understanding as to the proportion of the cost to be borne by each. You should move the Municipal Council with whom the remedy lies. The Government will not be able to do the work entirely out of their own funds.

An estimate was ordered to be prepared to effect certain improvements to the Neendakara bar and the estimate has now been received. It comes to nearly Rs. 2 lakhs. I am not sure that the volume of trade is sufficient to warrant such a large expenditure. I shall myself go to Quilon and investigate the matter or have it investigated. The local people will be consulted and the question of spending money on this project will then be decided.

67. Needs of Mavelikara with special reference to the diversion of the Prayikkara river and the silting of the canal leading to Kuttamperur.

Mr. N. G. Parameswaran Pillai (Member, Mavelikara Taluk) represented the following needs of the taluk :—

(1) construction of groynes so as to prevent serious damages to private properties situated on the southern bank of the Prayikkara and the silting up of the Kuttamperur canal which is the only means of communi*cation, Ochira* to Chengannur, Tiruvalla and other places;

(2) improvements to the Tazhakkara canal;

(3) blasting of rocks on the Kollakadavu river-bed; and

(4) improvements to the Arattukadavu-Todiyil canal.

Dewan's reply.—With regard to the damage done to the banks of the Prayikkara river, let me tell you that it has now been decided to put up one groyne. The Chief Engineer says that he has made arrangements to put up this groyne now and watch the effect of it.

In regard to the Tazhakkara *thodu*, I remember your telling me about it when I visited Mavelikara last. I do not remember the exact situation now. The Chief Engineer says that he has not got at present the papers connected with it. He will look into the papers and see what can be done.

You have referred to the necessity of blasting the laterite rocks in the bed of the river above Kollakadavu. This work will be attended to.

The Arattupuzha-Todiyil canal is a very costly undertaking. It will have to be investigated and I shall ask the Chief Engineer to do so.

68. Needs of the ryots in Mavelikara in the matter of public works, such as roads, bridges and drainage facilities.

Mr. K. Krishna Panikkan (Member, Nominated) said that the two roads between Kayankulam and Mavelikara, 6 miles long, which lay at a distance of one mile from each other, should be connected at Bhagavati Padikkal.

He also prayed that the road from Bhagavati Padikkal to Pattiyur landing should be gravelled and that the culvert near the 3rd mile stone on the Kayankulam-Mavelikara road should be provided with a double vent.

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The Member also represented that the during floods, the water collected in thodu from an adjacent *thodu* flowing from ea the sluices, breached the banks and inwards by means of a culvert. at the anicut might be repaired im-

Dewan's reply.—You have spoken abou said that it became damaged some culvert on the road from Mavelikara to Kayank . The anicut, being situated on the village roads and the diversion of a certain *kal.* brkara anicut, served both as an outlet be attended to by the local people. In the area a anicut, and, in normal times, as a there are three roads ; there is also another betwe the lake close by. The deplorable part of the country is very well served by roads misery and loss to the ryots, and he, innumerable small roads there. It is not possible be restored and an additional sluice more roads in that locality and maintain them.

As regards the enlargement of the culv you are village roads. You could Padikkal and Chettikulangara, the Chief Engine ingal recently. You have to do the

69. Means of communication and other needs

Mr. Kanakku Padmanabhan Sankaran t evidently prepared to do that. If phasised the importance of his taluk in point of ng time to complete them and com- that Government might set apart a definite sl e acquired. taluk for its development, in proportion to its necessary lands free of compensation. respects, after deducting what was necessary for ar also. tration. The Government spent only a very sm though it yielded an annual revenue of Rs. e lands. people of his taluk suffered greatly from lack o the three following roads might be constructed a ain inspect the place and settle the can be done soon.

(1) Th village road from Tamarak ou, arrangements will be made for miles long. A istance of 5 miles from Ilippakkulangara stio in good condition and a bridg gravelled.

ts to the canal from Kochupilammudu trade.

(2) Th val of diff **conveying goods to and from ships in** nd the 5m Todiyil to Vall **hannel to let in pathemars through the** miles from Todiy already been gravelled, to be improved.

(3) The road from Kallukkadavu to M ber, Trading Classes, Quilon) re- gara. That roa had already engaged the atten nstructed by the Government on the then said that th request of the Member, Trac for a length of about 3 furlongs, was cipal Council, K yankulam, for the conversion om the bazaar, and that the construc- and the Kannet Vattakayal into a navigable casting works with roads on either side conversion woul result in great loss to the rich construction of shops and the loading lying on either ide of that *thodu* over a length ly one landing place on the eastern ened as propose for purposes of communicati erchants of Quilon, and only 4 or 5 fields would be rained away, and the inrush used much delay and the crowding destroy their fe ility. He, therefore, prayed the public road. The construction Director of Agriculture and the local ryots befo the canal from the Kochupilammudu c matter. acilitate the building of store-houses ncourage trade. Moreover, the banks

Dewan reply.—The first few miles plic privy and the works referred to Aiyaramtengu, eferred to by the Member, hav tood that the matter was under cor- of the road fro Sastankotta to Padanayarkulai rks in 1915 and 1916, and the Member

With r gard to the repair of the canal hand in the interests of the trade and the matter wil be settled only after consultatic

70. Facilities for communication in the south on Port were now being unloaded by **palli taluk.** elay and the process was impossible

Mr. Kshnan Madhavan (Member, K sacks were often spoiled by sea water, following wor might be taken up and compl of the absence of proper sheds on the roads or other facilities for easy con-

(1) The Pavumpa *thodu* should be made possible for small vessels and and a bridge should be put up across it. ugh the Neendakara bar, those vessels ls could unload conveniently and the

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